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September 30, 2002

TO: Each Supervisor

FROM: Clyde G. Bailey, Chairman
Los Angeles County Aviation Commission

BOARD MOTION OF JULY 23, 2002, SYNOPSIS 38

REPORT ON SECURITY ENHANCEMENTS ON COUNTY AIRPORTS

As requested by your Board on July 23, 2002, our Commission, in collaboration with the Department of Public Works Aviation Division staff and representatives of the pilots' associations, has developed the following report on possible improvements to enhance security at our County-owned airports.

On January 29, 2002, and on July 22, 2002, the Director of Public Works provided your Board with reports on the status of security and planned enhancements to increase security at the five County-owned airports. Copies of the reports are attached for your reference. We feel that the two reports thoroughly describe the physical security measures currently in place, or planned, for our airports and demonstrate the progress that has been made since the tragic events of September 11, 2001. With over \$500,000 spent, to date, on the installation of video camera equipment and computerized access systems, and an additional \$160,000 to be spent during the next year, we believe that our five airports far exceed the security standards for general aviation (GA) airports in the country. As stated in the attached reports, all of these security enhancements have been financed solely from the Department of Public Works Aviation Enterprise Fund without any Federal or State funding.

The focus of our efforts since receiving your Board's July 23 request has been to address possible, additional physical and operational security initiatives and the availability of potential funding sources.

The toughest element of the airport security challenge is that Federal agencies, such as the Federal Aviation Administration (FAA) and the Transportation Security Administration (TSA), have yet to initiate any security requirements for GA airports such as ours. The GA

airport industry and pilot associations sent a long list of recommended security enhancement suggestions to these agencies earlier this year. However, the difficulties that the TSA is having in meeting the congressional deadlines for installation of screening equipment, etc.,

at the commercial air carrier airports has obviously placed GA airport security on the back burner. The proposed Homeland Security Administration appears to be undergoing severe growing pains, and until there are Federal requirements and standards for security at GA airports, there is little chance of obtaining additional funding.

During our staff's discussions with the representatives of the pilots' associations and from comments received from several pilots at our last Commission meeting at Compton/Woodley Airport, it was determined that landing fees would not be an acceptable way to fund security improvements. Collecting landing fees would be difficult and expensive, at best, and would not be cost effective. Increased landing fees and passenger facility charges have been utilized over the past year to supplement Federal grants to increase security at the nation's air carrier airports. These fees are paid by passengers when they purchase their tickets and are overwhelmingly supported for the increased peace of mind that enhanced security will prevent another tragic incident similar to September 11. However, the vast majority of GA pilots and aircraft owners do not feel their airports or aircraft pose any major threat. With some exceptions, the majority of aircraft based at our County-owned airports weigh less than a full-size automobile and have a limited load-carrying capability.

In addition to the security enhancements addressed in the attached reports, we have identified areas on a few of the airports that need attention. For example, to better secure the area around the terminal at Fox Field, additional fencing and security gates are necessary. At Whiteman Airport, temporary security procedures must be developed that allow public access to two of the airport businesses located in the center of the airport until they are relocated. Aviation Division staff has given these areas its top priority. We also considered the increased use of barbed or razor wire on our airports' perimeter fencing and, after discussions with security professionals, determined that installing it would be extremely expensive and would not keep professional thieves or terrorists off the airports.

Our Commission believes that development of a simple list of recommended Best Management Practices (BMP) for security should be developed with significant airport tenant participation. These BMPs would be distributed to all airport tenants and would include such elements as installing propeller or wheel locks on aircraft, establishing positive identification of individuals initiating pilot training, locking hangars when unattended, installing additional security signage, and performing periodic hangar inspections. Our airport management contractor and the Public Works Aviation Division staff have agreed to prepare a list of recommended BMPs by March 1, 2003, in collaboration with the pilots'

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associations and businesses on the airports. Once developed, these BMPs could become requirements in lease or aircraft storage agreements.

Increasing safety and security while providing efficient and customer-friendly airport services has been a continuing goal of this Commission for many years. We can assure your Board that with your continued support, we and the Aviation Division staff will continue to review the security needs of our airports and aggressively pursue funding sources.

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Attach.

cc: Supervisor Gloria Molina (Nicole Englund, Carrie Sutkin)
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